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# INFORMATION REPORT

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COUNTRY East Germany  
 SUBJECT Park of Locomotives and Rolling Stock  
 of the East German Railroads

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## 1. Locomotives (in units)

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	Park of Operational Locomotives		Deactivated Locomotives	Total
	Serviceable	Under Repair		
a. <u>Steam Locomotives</u>				
Standard gauge locomotives	4,104	1,460	907	6,471
Narrow gauge locomotives	169	65	4	238
b. <u>Electric Locomotives</u>			173	194
c. <u>Gasoline Engine Small Locomotives</u>			45	498 1

## 2. Freight Cars (in units)

	Gondola Cars	Boxcars Including Refrigerator Cars	Flatcars	Tank Cars	Miscellaneous Cars	Total
Total of Cars Available	63,297	41,700	24,952	13,589	2,035	145,573
Cars under Repair	6,330	2,663	2,950	1,795	-	13,738 2

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3. Passenger Cars (in units)

	Park of Operational Cars		Deactivated Cars	Total
	Serviceable	Under Repair		
a. Passenger Cars	10,331	1,338	214	11,883
including				
cars operating in passenger trains	7,817	1,052	200	9,069
including				
express train coaches	733	121	72	926
fast train cars	97	10	6	113
passenger train cars	6,545	784	92	7,421
two-story cars	216	16	-	232
motor rail cars	185	114	16	315
sleeping cars	16	2	6	24
dining cars	25	5	8	38
S-Bahn cars (Berlin elevated train system)	1,300	168	-	1,468
Luggage cars attached to passenger trains	1,214	118	14	1,346
b. Special purpose passenger cars			-	137
c. Narrow gauge cars			10	814
d. Railroad service cars			565	1,604
e. Mail cars			3	826

1. Comment. Compared with the status of the preceding month, there were the following changes:

- The number of standard gauge locomotives decreased by four units which were withdrawn from the park of deactivated locomotives. The number of serviceable locomotives has been slightly increased resulting from a decrease of the number of locomotives under repair.
- The number of narrow gauge locomotives increased by three units, probably new equipment.
- The number of electric locomotives and gasoline engine small locomotives was unchanged.

2. Comment. As compared with the status of the preceding month, the number of freight cars increased by 410 units. Most of these cars were gondola cars (+ 177) and boxcars (+ 200). This increase is possibly not the result of new production only. The possibility of errors in enumeration should be taken into consideration.

3. Comment. The number of passenger cars increased by four units (2 express train coaches and 2 sleeping cars), probably new equipment. There was a difference between the number of fast train cars and the number of passenger train cars as compared with the preceding month. This difference probably resulted from a compensation of these two types of cars (- 60 fast train cars and + 60 passenger train cars). The number of other passenger cars remained constant.

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